

## **SUMMARY**

This quarterly report is the 65<sup>th</sup> in a series concerning safety and environmental protection matters related to ports and shipping. Highlights include:

1. The International Maritime Organization (IMO) recently issued a news release in conjunction with the United Nations World Summit on Sustainable Development (WSSD), which reports on the IMO's role in the integration of environment, development, and policy making as part of its work in achieving maritime safety and the prevention of pollution from ships. At the 1992 United Nations Conference on Environment and Development (UNCED), in Rio de Janeiro, Brazil, the IMO was able to report significant progress on many issues relating to the environment and sustainable development. There remained much to do, however, and Agenda 21, a global plan of action for sustainable development adopted by the Rio Conference, gave fresh impetus to the IMO's activities in the maritime sector, especially in the area of prevention of pollution from ships. The news release describes some of the major achievements of the IMO since 1992 in the context of Agenda 21. (Item 1-D)
2. On June 25, 2002, the Coast Guard, U.S. Department of Transportation, announced the award of a landmark contract valued at \$11.04 billion for a fleet of new ships and aircraft, plus improved command and control systems, to meet the service's homeland security and other mission needs. In addition, the contract includes \$5.91 billion for operating, maintenance, and sustainment costs for a total value of \$16.95 billion. The contract calls for the delivery of the first ships and planes – and upgrades to some existing vessels – within the next 5 years. This is the first time that the Coast Guard has bundled procurement of several types of ships, aircraft, and other equipment into an integrated procurement program. (Item 3-A)
3. The Pew Center on Global Climate Change has published a report titled *Designing a Climate-Friendly Energy Policy: Options in the Near Term*. The report states that energy policy and climate change are closely linked because the majority of U.S. greenhouse gas (GHG) emissions are in the form of carbon dioxide emissions resulting from the combustion of fossil fuels. Energy policy decisions made today can help reduce GHG emissions in the near term and can significantly affect how costly it would be to implement any future climate policy. (Item 3-B)
4. CALSTART has issued a research report titled *Passenger Ferries, Air Quality, and Greenhouse Gases: Can System Expansion Result in Fewer Emissions in the San Francisco*

5. During August 2002, the IMO Global Ballast Water Management Program (Globallast) published the latest version of its Ballast Water Treatment Research and Development Directory. The document lists research and development projects that are focused specifically on the physical, mechanical, or chemical treatment of ballast water to prevent/reduce the transfer of aquatic organisms. (Item 3-D)
6. During August 2002, the Maritime Administration, U.S. Department of Transportation, sent a report to Congress titled *Maritime Research and Development*. The report highlights that funding for maritime research and development is far less than similar funding for other modes of transportation. (Item 3-E)
7. The U.S. Environmental Protection Agency has released a report titled *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2000*. The estimates of emissions and removals contained in this report, along with future updates, will be used to monitor and track the progress of the United States in meeting its commitments under the United Nations Framework Convention on Climate Change (UNFCCC). The report finds that, in the year 2000, total U.S. greenhouse gas emissions rose to 7,001.2 teragrams of carbon dioxide equivalents, i.e., 14.2 percent above 1990 emissions. (Item 3-F)
8. The U.S. General Accounting Office has published a report titled *Port Security: Nation Faces Formidable Challenges in Making New Initiatives Successful*. Seaports are critical gateways for the movement of international commerce. The report focuses on: (1) the vulnerabilities of commercial ports; (2) the initiatives taken by federal agencies and other key stakeholders to enhance seaport security; and (3) challenges faced in implementing security-enhancing initiatives. (Item 3-G)
9. The U.S. General Accounting Office has published a report titled *Marine Transportation: Federal Financing and a Framework for Infrastructure Investments*. This report analyzes federal funding for the commercial marine transportation system (MTS) and compares it with federal funding for the aviation and highway systems. (Item 3-H)

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